



**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

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Docket No.: _____

Application of the City of Folsom to
Construct At-Grade Crossing at Kilrush Drive
across the Southern Pacific Transportation
Corridor in the Vicinity of Mile Post 115.9 in
the City of Folsom, County of Sacramento,
State of California.

APPLICATION

Submitted By: Mark Rackovan, Engineering Manager, City of Folsom

1. Introduction

This application provides the information required by the California Public Utilities Commission (CPUC) Rule 3.7 for a proposed at-grade rail crossing. The proposed at-grade crossing is the extension of an existing collector street (currently named Kilrush Drive) across the Southern Pacific Transportation Corridor (SPJX) in Folsom, California. This crossing is necessary to ensure an efficient transportation system in the newly planned Broadstone Villas, which is a planned development on vacant land in the City of Folsom. Kilrush Drive is currently one of the primary points of access to the Palladio lifestyle center, which is located on the west side of East Bidwell Street and the SPJX, immediately west of the proposed at-grade crossing. The proposed extension of Kilrush Drive will connect to the existing intersection of East Bidwell Street and Kilrush Drive, and will be one of the two primary points of access for the Broadstone Villas project.

Below are the required statements that address Rule 3.7, Sections (a) through (f).

Folsom File No. 174-21 21-053



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2. Location

The proposed at-grade crossing would be located on the future Kilrush Drive extension at rail milepost 115.9. The nearest existing crossing to the south is the Iron Pont Road at-grade crossing at rail milepost 116.0 (crossing no. 130AH-116.0-A, DOT #968330G). The nearest existing crossing to the north is the Broadstone Parkway at-grade crossing at rail milepost 115.48 (crossing no. 130AH-115.48, DOT #967980J). Figure 1 shows the proposed crossing location in relation to the nearest existing crossings and to the other proposed crossings that are a part of the Broadstone Specific Plan. Figure 2 is a site map based on field surveys that accurately shows the locations of all streets (existing and proposed), property lines, tracks, buildings, and other structures and obstructions in the vicinity of the proposed at-grade crossing.

3. Legal Description

An easement for City street and public utility purposes centered on the Southern Pacific Transportation Corridor, post mile 115.9 (Southern Pacific Transportation Company station 1440+90, Right of Way and Track Map, Sheet 8, V-78) also being a part of that certain real property, owned by the Southern Pacific Transportation Corridor Joint Powers Authority, would be needed for the proposed at-grade crossing in the City of Folsom, County of Sacramento, State of California. A full legal description and plat of easement are included as Exhibit "A".

4. Statement of Public Need

The Kilrush Drive at-grade crossing is an important element in the transportation system for the newly planned Broadstone Villas, which is a planned development on vacant lands in the City of Folsom. Kilrush Drive will be one of the primary points of access for Broadstone Villas, connecting the development to the existing intersection of East Bidwell Street and Kilrush Drive, adjacent to the Palladio lifestyle center. East Bidwell Street is one of the primary north-south arterial streets in the City of Folsom. Kilrush Drive will provide a safe and efficient facility for automobile, truck, bicycle and pedestrian traffic, and will likely be a primary emergency response route.

The Broadstone Villas project is proposed on vacant property located within the Broadstone Unit No. 3 Specific Plan, which is an element of the City's adopted General Plan. The

Broadstone Unit No. 3 Specific Plan incorporates a number of goals, objectives and policies related to circulation:

Goal 4: A safe and efficient circulation system that includes vehicular and non-vehicular transportation considerations

This goal would be fully realized through the following objectives:

Objective 4.1 Design a road network that provides for current and future residents' needs and discourages excessive traffic in residential neighborhoods.

Objective 4.2: Reduce or eliminate motor vehicular and pedestrian/bicyclist conflict.

Objective 4.3: Provide non-residential land uses with safe, functional access and off-site circulation.

Objective 4.4: Provide opportunities to maximize and encourage use of transit, such as light rail and bus transit.

These objectives would be achieved by the proper implementation of the following policies:

Policy 4.1: Establish a vehicular circulation system that conforms to City standards to extent feasible, and serves both through and local traffic.

Policy 4.2: Establish a pedestrian and bike trail system throughout Broadstone Unit No. 3 which connects residential areas with on-site school, commercial, park and recreation facilities, as well as to centers of employment and the adjacent regional shopping areas.

Policy 4.3: Enforce the Specific Plan's development standards and Design Guidelines for vehicular, bicycle and pedestrian circulation.

Policy 4.4: Transit facilities such as bus shelters, turnouts, and light rail facilities shall be provided in accordance with the City of Folsom and Regional Transit requirements. Locations shall be such to facilitate maximum use of public transit.

Policy 4.5: Provide opportunities for employment, shopping and higher density residential in close proximity to the future light rail transit corridor.

Without a crossing of the SPJX tracks, the City cannot fully implement the Broadstone Villas project as envisioned in the Broadstone Unit No. 3 Specific Plan, which would be in direct conflict with Specific Plan Objectives 4.1 through 4.3 and Policies 4.1, 4.2, 4.3 and 4.5 listed above.

5. Request for At-Grade Crossing

As part of the development of the Broadstone Villas project, the City proposes to construct an extension of Kilrush Drive, including an at-grade crossing at the Southern Pacific Transportation Corridor. An at-grade crossing is proposed rather than a grade-separated crossing due to feasibility, safety, and impacts to adjacent properties. Figure 3 is an improvement plan and centerline profile of the proposed at-grade crossing. Figure 5 shows the conceptual cross section for Kilrush Drive in the vicinity of the proposed at-grade crossing.

The City of Folsom evaluated two grade separation concepts: and overcrossing and an undercrossing. Implementation of either concept would result in significant impacts to the future development of this area, making grade separation impractical for several reasons.

To the east of the rail corridor, the natural topography rises in elevation, making an undercrossing impractical. Bringing the undercrossing back to grade would require substantial grading, or major out-of-direction ramping that would negatively impact the proposed residential development in that area and introduce extremely high cost impacts. An undercrossing also would prevent access to adjacent properties for several hundred feet on either side of the rail corridor, severely limiting the development viability of those sites.

The same concern is true for an overcrossing; while the natural topography to the east of the rail corridor lends itself to a viable overcrossing, the impacts to the west would be several hundred feet of inaccessible frontage along a major arterial, resulting in unacceptable access impacts to adjacent property.

The Folsom General Plan also includes a planned Class 1 bicycle trail that would parallel the existing rail line within the Southern Pacific Transportation Corridor. Grade separation would either prohibit direct access to this proposed trail from the on-street bike lanes, or would require the City to construct ramps to connect the two facilities, at great additional cost and impact to the surrounding environment.

6. Recommendations for Safety Devices

The proposed Kilrush Drive at-grade crossing would be designed to incorporate appropriate signs, markings and crossing control devices to inform motorists, pedestrians and cyclists of the rail crossing, and to maximize crossing safety for both roadway and rail users.

The Southern Pacific Transportation Corridor is a rail-banked corridor that is owned and maintained by a Joint Powers Authority (JPA), who is tasked with preserving the corridor for future rail use if any service is ever re-established. The corridor is used by local rail preservation organizations such as the Folsom-El Dorado-Sacramento Historic Railroad Association (FEDSHRA) and the Placerville & Sacramento Valley Railroad (P&SVRR). FEDSHRA performs rail maintenance, weed abatement and landscape watering on behalf of the JPA and the City of Folsom, and also conducts special events such as their annual handcar derby (on a section of track a mile north of the proposed crossing. P&SVRR currently has a renewable 5-year license agreement with the JPA to conduct train rides twice monthly from the US Highway 50 overhead to either the Sacramento/El Dorado County Line or the Latrobe station in El Dorado County. They are not permitted to carry passengers between their facility located on Bidwell Street (known as the Wye property) and the US Highway 50 overhead; in order to move their equipment from the Wye property to Highway 50, they must “dead-head” along the rail corridor, as described below.

On all existing rail crossings along the Southern Pacific Transportation Corridor between the Wye property and Highway 50, the FEDSHRA and P&SVRR both operate under the same General Code of Operating Rules (GCOR), which require the rail operators to yield right-of-way at any at-grade crossing, and then proceed to cross only once flaggers have controlled approaching traffic. This is commonly referred to as “dead-heading” and is the same crossing protocol that would be applied to the proposed Kilrush Drive crossing.

In order to provide adequate crossing safety, the proposed at-grade crossing would be designed to include the following features:

- Advance “Railroad Crossing” warning signs
- Railroad crossbuck pavement legends on all approach lanes
- Stop bars on all vehicle lanes
- “Stop/Look/Listen” and stand ENS signs adjacent to sidewalks and bike lanes

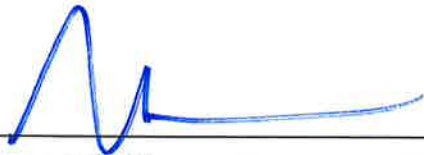
7. Conclusion

The above statements and attached figures are intended to satisfy the CPUC's Rule 3.7 application requirements that the City must satisfy in order to proceed with the proposed at-grade crossing of Kilrush Drive at the Southern Pacific Transportation Corridor tracks in the City of Folsom, as part of the backbone transportation infrastructure for the Broadstone Unit No. 3 Specific Plan and the Broadstone Villas project. The request is provided to inform the CPUC of the proposed crossing improvements, constraints, and public need, and identifies why an at-grade crossing is appropriate at this location. In summary:

- The proposed roadway and at-grade crossing will serve a number of public needs, including circulation, access and safety for all transportation modes
- A grade-separated crossing would be impractical, unsafe and costly
- There is no active passenger or freight rail service at the proposed crossing; rail operations are limited to twice-monthly "dead-heading" across the proposed crossing
- Adequate grade crossing protection and warning would be constructed and maintained by the City of Folsom

Successful implementation of the Kilrush Drive at-grade crossing will preserve the City's goals for a safe, efficient transportation system as the Folsom Plan Area is developed. It is hereby requested by the City of Folsom that permission be granted by the CPUC to develop an at-grade crossing at the intersection of the future Kilrush Drive and the Southern Pacific Transportation Corridor.

Respectfully submitted,



Date: August 25, 2021

Mark A. Rackovan, PE, Engineering Manager
City of Folsom, Public Works Department
50 Natoma Street
Folsom, CA 95630
Phone: (916) 461-6711
Email: mrackovan@folsom.ca.us

Attachments:

1. Figure 1: Vicinity Map
2. Figure 2: Site Map
3. Figure 3: Plan and Profile
4. Figure 4: Broadstone Specific Plan
5. Figure 5: Conceptual Road Cross Section
6. Exhibit "A" Legal Description and Plat of Easement for Proposed At-Grade Crossing

VERIFICATION

- I am an officer of the City of Folsom, a charter municipal corporation, and I am authorized to make this verification on its behalf.
- The statements in the foregoing document are true of my own knowledge, except as to matters which are therein state on information or belief, and as to those matters, I believe them to be true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

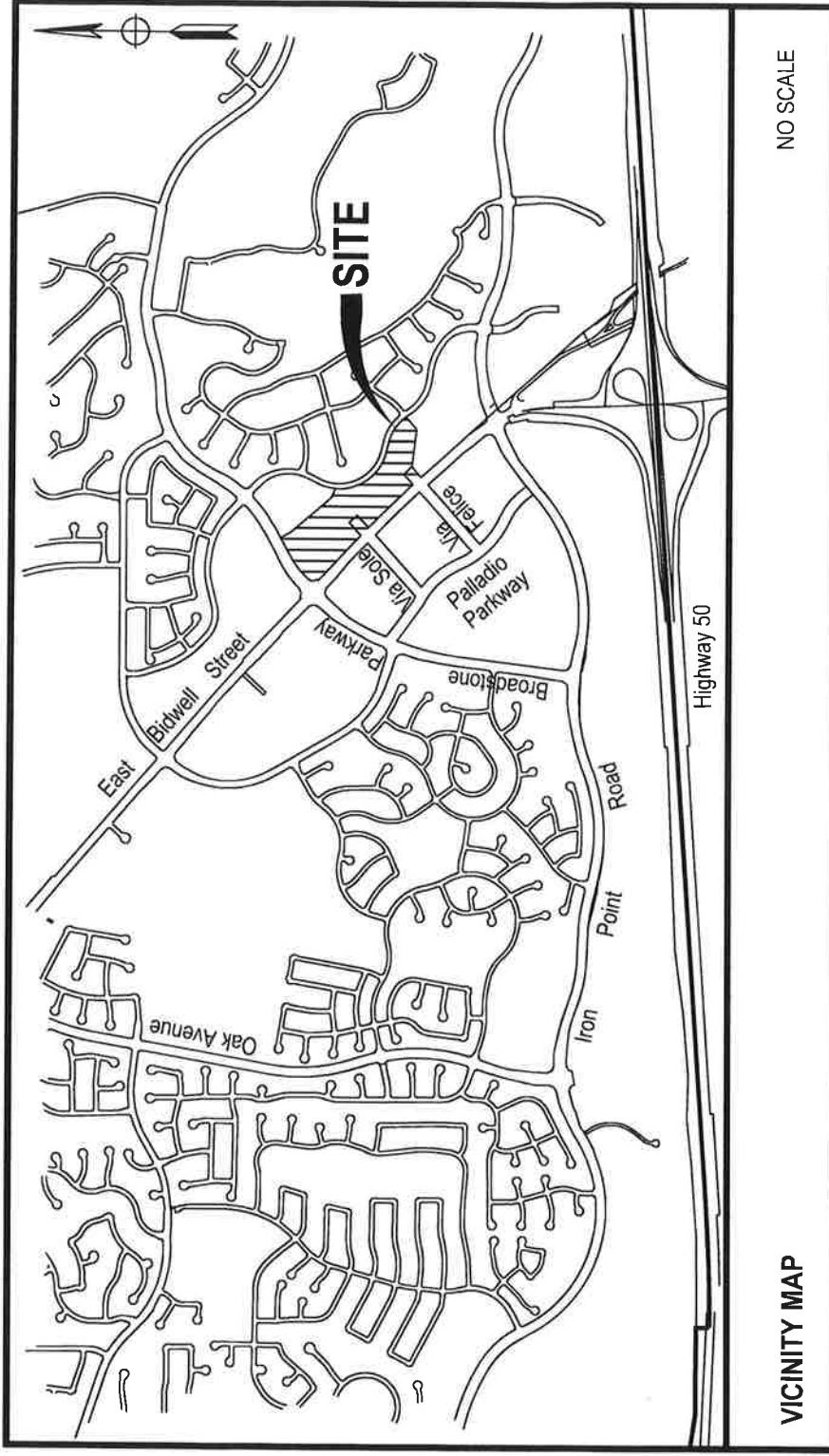
CITY OF FOLSOM, A Municipal Corporation:



Dave Nugen, Director of Public Works



Date



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EXHIBIT FOR
BROADSTONE VILLAS
VICINITY MAP
FOLSOM, CALIFORNIA

| | |
|----|--|
| 1 | SANCTUARY LINE FROM CHURCH TO SIDE OFS |
| 2 | INSTALL THE 2" VERTICAL CURB TO THE SIDE OF CITY OF FOLSOM |
| 3 | STREET SIDE. |
| 4 | INSTALL 12" BOLD DISCREETION. BAY SIDE TRAIL CONNECTION |
| 5 | PERMIT ON 10/20/2011. |
| 6 | INSTALL 12" BOLD DISCREETION. BAY SIDE TRAIL CONNECTION |
| 7 | PERMIT ON 10/20/2011. |
| 8 | INSTALL 12" BOLD DISCREETION. BAY SIDE TRAIL CONNECTION |
| 9 | PERMIT ON 10/20/2011. |
| 10 | INSTALL 12" BOLD DISCREETION. BAY SIDE TRAIL CONNECTION |
| 11 | PERMIT ON 10/20/2011. |
| 12 | INSTALL 12" BOLD DISCREETION. BAY SIDE TRAIL CONNECTION |
| 13 | PERMIT ON 10/20/2011. |
| 14 | INSTALL 12" BOLD DISCREETION. BAY SIDE TRAIL CONNECTION |
| 15 | PERMIT ON 10/20/2011. |

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| D-1 | INSTALL 4" SCH 40 PER CITY OF FOLSOM STD DTL |
| D-2 | INSTALL TYPE-B (DI-2) DROP INLET PER CITY OF FOLSOM STD DTL SD-07 |
| D-3 | INSTALL TYPE-B (DI-3) DROP INLET PER CITY OF FOLSOM STD DTL |



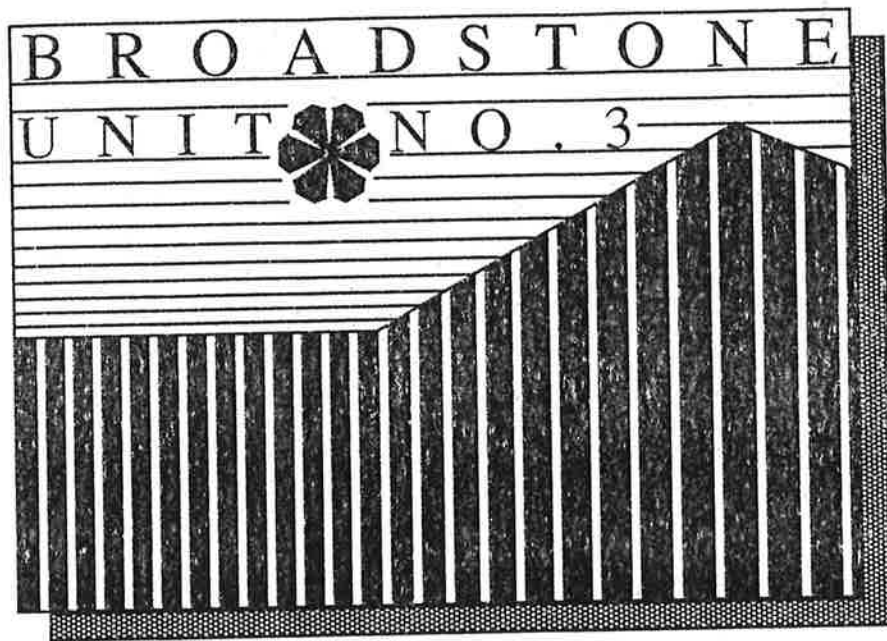
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Folsom • Fresno
800 Corporate Drive, Suite #140
Folsom, CA 95630

EXHIBIT FOR
BROADSTONE VILLAS
PLAN & PROFILE - KILRUSH DRIVE EXTENSION
VIA FELICE & E BIDWELL STREET
CORK, IRELAND

| | |
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FINAL

BROADSTONE UNIT NO. 3

SPECIFIC PLAN

An H.C. Elliott, Inc. Community
October 10, 1995

TABLE OF CONTENTS

| | | |
|-------------------------|--|--------------------|
| <u>SECTION 1</u> | <u>INTRODUCTION</u> | <u>Page</u> |
| 1.1 | Purpose, Authority and Scope | 1 |
| 1.2 | Project Area Concept and Setting | 3 |
| 1.3 | Summary of Required Development Approvals | 3 |
| 1.4 | CEQA Compliance | 5 |
| <u>SECTION 2</u> | <u>GOALS, OBJECTIVES & POLICIES</u> | |
| 2.1 | Purpose of Goals, Objectives, and Policies | 6 |
| 2.2 | Goals, Objectives, and Policies of the Specific Plan | 6 |
| 2.2.1 | Land Use | 7 |
| 2.2.2 | Circulation | 9 |
| 2.2.3 | Housing | 10 |
| 2.2.4 | Conservation | 10 |
| 2.2.5 | Open Space | 11 |
| 2.2.6 | Community Design | 12 |
| 2.2.7 | Public Facilities | 13 |
| 2.2.8 | Hillside Design | 13 |
| <u>SECTION 3</u> | <u>DEVELOPMENT PLAN</u> | |
| 3.1 | Overview/Existing Site Conditions | 15 |
| 3.1.1 | General Location | 15 |
| 3.1.2 | Site Characteristics | 16 |
| 3.1.3 | Surrounding Characteristics | 16 |
| 3.2 | Land Use Element | 18 |
| 3.2.1 | Approach | 18 |
| 3.2.2 | Land Use Summary | 18 |
| 3.2.3 | Hillside Preservation Concept | 19 |
| 3.3 | Residential Land Use Element | 20 |
| 3.3.1 | Concept | 20 |
| 3.3.2 | Residential Densities | 21 |

SECTION 2

GOALS, OBJECTIVES & POLICIES

2.1 PURPOSE OF GOALS , OBJECTIVES, AND POLICIES

The intent of the Broadstone Unit No. 3 Specific Plan is to be a refinement of the goals, policies and objectives of the City of Folsom General Plan. In addition Broadstone Unit No. 3 is intended to be a complement to the overall Broadstone Master Development Plan Area, while maintaining individuality and identity given its unique characteristics. Broadstone Unit No. 3 combines an attractive natural setting, excellent freeway access, proximity to emerging employment and educational centers and commanding views of the Folsom and Sacramento Communities. The Specific Plan is focused to complement and enhance the overall Broadstone Community as well as taking advantage of the attributes of the Plan Area; a special community with amenities of natural open space, rolling topography, distant views and quality development.

2.2 GOALS, OBJECTIVES AND POLICIES OF THE SPECIFIC PLAN

The primary purpose of the following goals, objectives and policies is to direct and guide the physical development of the project area. Although specifically tailored for the development of the Broadstone Unit No. 3 Specific Plan, the goals, objectives and policies are consistent with, and provide refinement of the goals and policies of the City of Folsom's General Plan.

The following are the subject areas relevant to the Broadstone Unit No. 3 Specific Plan:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Community Design
- Public Facilities
- Hillside Design

- 3.5 Each employment center shall be encouraged to be designed to maximize the potential of its site while maintaining a high quality design and respecting the natural features.

2.2.2 CIRCULATION

Goal 4

A safe and efficient circulation system that includes vehicular and non-vehicular transportation considerations.

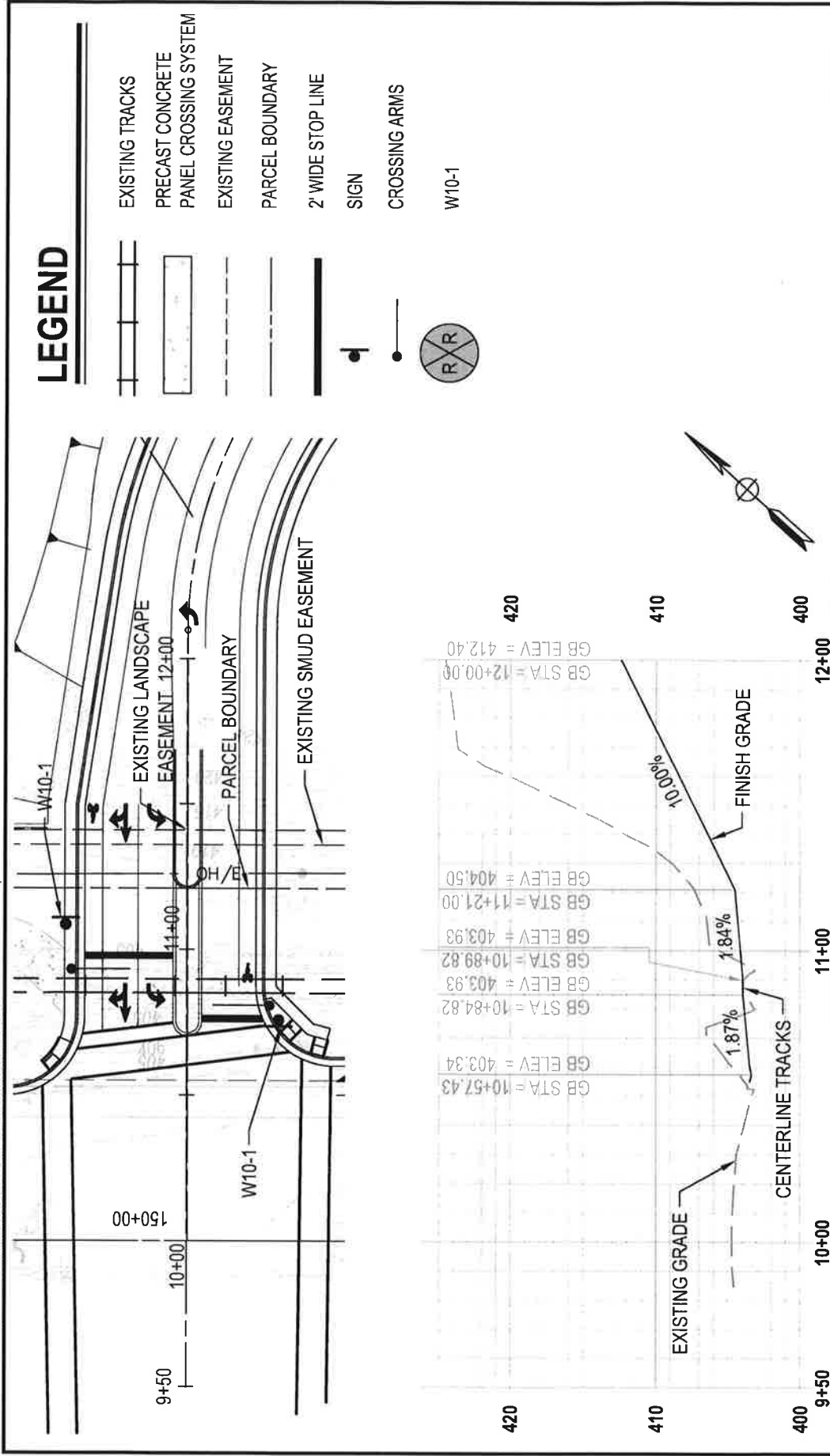
Objectives

- 4.1 Design a road network that provides for current and future residents' needs and discourages excessive traffic in residential neighborhoods.
- 4.2 Reduce or eliminate motor vehicular and pedestrian/bicyclist conflict.
- 4.3 Provide non-residential land uses with safe, functional access and off site circulation.
- 4.4 Provide opportunities to maximize and encourage use of transit, such as light rail and bus transit.

Policies

- 4.1 Establish a vehicular circulation system that conforms to City standards to extent feasible, and serves both through and local traffic.
- 4.2 Establish a pedestrian and bike trail system throughout Broadstone Unit No. 3 which connects residential areas with on-site school, commercial, park and recreation facilities, as well as to centers of employment and the adjacent regional shopping areas.
- 4.3 Enforce the Specific Plan's development standards and Design Guidelines for vehicular, bicycle and pedestrian circulation.
- 4.4 Transit facilities such as bus shelters, turnouts and light rail facilities shall be provided in accordance with the City of Folsom and Regional Transit requirements. Locations shall be such to facilitate maximum use of public transit.
- 4.5 Provide opportunities for employment, shopping and higher density residential in close proximity to the future light rail transit corridor.

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EXHIBIT FOR

BROADSTONE VILLAS

KILRUSH DRIVE @ VIA FELICE

AT EAST BIDWELL INTERSECTION

FOLSOM, CALIFORNIA

EXHIBIT "A"
LEGAL DESCRIPTION
PUBLIC CROSSING EASEMENT
PAGE 1 OF 2

All that certain real property situate in the City of Folsom, County of Sacramento, State of California, described as follows:

A portion of that certain real property described in that certain document entitled "Quitclaim Deed" recorded as Document No. 199609061665, Sacramento County Official Records, more particularly described as follows:

Parcel 1

COMMENCING at the most southerly corner of Resultant Lot 12A, as said resultant lot is described in that certain document entitled, "Certificate of Compliance – Lot Line Adjustment" recorded as Document No. 201707240459, Sacramento County Official Records; thence from the POINT OF COMMENCEMENT, along the southwesterly line of said resultant lot, North 41°59'08" West 998.80 feet to the TRUE POINT OF BEGINNING; thence from the TRUE POINT OF BEGINNING, leaving said southwesterly line, South 48°00'52" West 58.00 feet; thence South 41°59'08" East 150.05 feet; thence South 32°38'53" East 49.31 feet to a point on the northeasterly line of East Bidwell Street; thence along said northeasterly line, North 41°59'08" West 312.37 feet; thence leaving said northeasterly line, North 48°00'52" East 66.00 feet to a point on said southwesterly line; thence along said southwesterly line, South 41°59'08" East 113.67 feet to the TRUE POINT OF BEGINNING.

Containing 8897 square feet, more or less.

Parcel 2

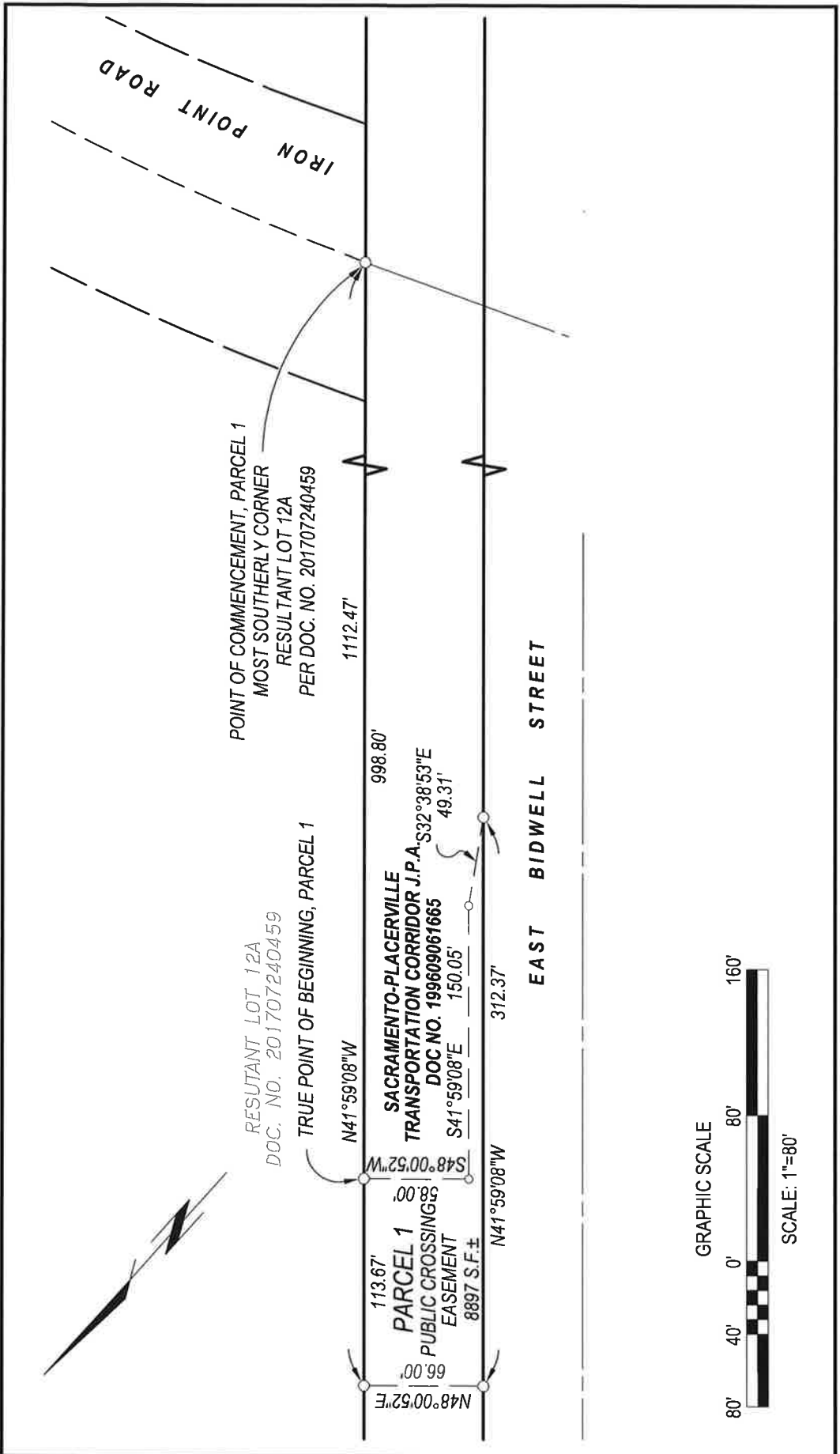
COMMENCING at the most westerly corner of Resultant Lot 12A, as said resultant lot is described in that certain document entitled, "Certificate of Compliance – Lot Line Adjustment" recorded as Document No. 201707240459, Sacramento County Official Records; thence from the POINT OF COMMENCEMENT, along the southwesterly line of said resultant lot, South 46°33'08" East 1006.62 feet to the TRUE POINT OF BEGINNING; thence from the TRUE POINT OF BEGINNING, leaving said southwesterly line, South 43°26'52" West 58.00 feet; thence South 46°33'08" East 85.12 feet; thence 58.44 feet along the arc of a tangent curve to the right, concave to the southwest, having a radius of 5708 feet, through a central angle of 0°35'12" and being subtended by a chord bearing South 46°15'32" East 58.44 feet; thence South 36°13'36" East 48.48 feet to a point on the northwesterly line of East Bidwell Street; thence along said northwesterly line the following two (2) courses: (1) 106.14 feet along the arc of a curve to the left, concave to the southwest, having a radius of 5700 feet, through a central angle of 1°04'01" and being subtended by a chord bearing North 46°01'08" West 106.14 feet; (2) North 46°33'08" West 195.60 feet; thence leaving said northeasterly line, North 43°26'52" East

EXHIBIT "A"
LEGAL DESCRIPTION
PUBLIC CROSSING EASEMENT
PAGE 2 OF 2

66.00 feet to said southwesterly line; thence along said southwesterly line, South 46°33'08" East 110.48 feet to the TRUE POINT OF BEGINNING.

Containing 8629 square feet, more or less.

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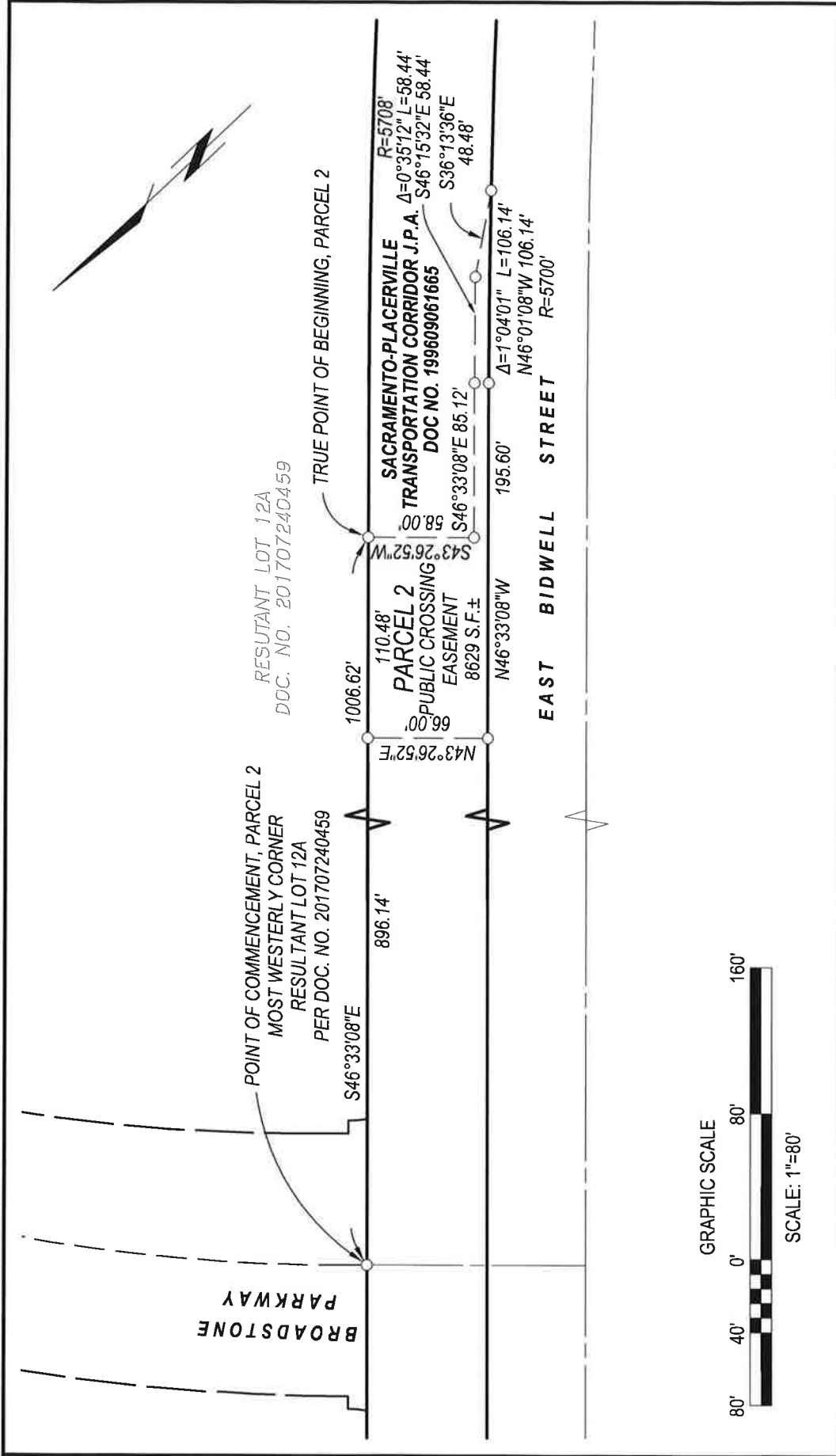
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EXHIBIT "B"

PUBLIC CROSSING EASEMENT
LANDS OF SACRAMENTO-PLACERVILLE TRANSPORTATION
CORRIDOR JOINT POWERS AUTHORITY

CITY OF FOLSOM, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA



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| MORTON & PITALO, INC. CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING Folsom • FRESNO 7643 North Ogden Avenue, Suite #105 Fresno, CA 93711 phone: (559) 853-4505 web: www.mpengr.com | | EXHIBIT "B" PUBLIC CROSSING EASEMENT LANDS OF SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY CITY OF FOLSOM, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA | |
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